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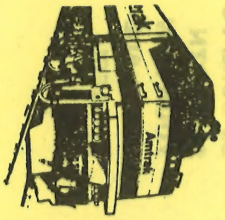

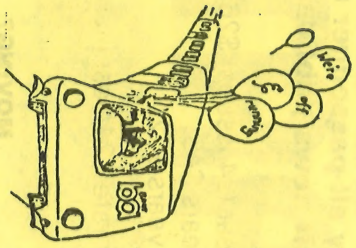

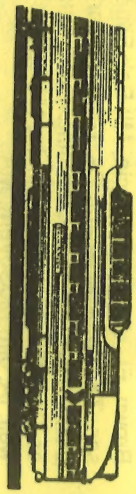

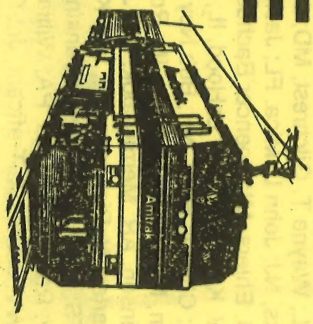

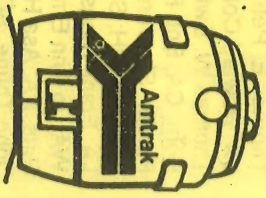

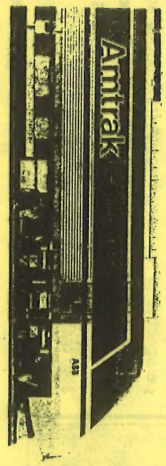

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RAIL TRAVEL NEWS

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ON THE COVER

VIA Rail Canada's **Meridien** prepares to leave Toronto en route to Montreal, with the CN Tower as a backdrop. Photo by Jack M. Turner. In this issue, Mr. Turner takes us on a tour of VIA's Eastern Corridor.

EXPRESS ADS

http://trainweb.com - A web site devoted to Amtrak travel. Dozens of travelogues and hundreds of color photos are featured along with information on routes, schedules, prices and accommodations.

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EAST COAST REPORT

In the photo above, Amtrak train 79, the **Carolinian**, curves into East Baltimore on time. The train is just minutes from the Union Tunnel and Penn Station. Photo by Bill Hakkarinen.

On Friday, April 4, Amtrak train 477 rounded a curve about two miles north of Meriden CT station and collided with an all-terrain vehicle (ATV) occupied by two people who were driving *on the tracks* in the same direction as the train. One person was dead at the scene and the other was Life Starred to a hospital, where he later died.

Train 477 had 85-90 passengers (reports differed). No one on the train was injured. The train was terminated at the scene, with the ATV under the front of the engine. Train 476 to Springfield crept up to the scene and 477's passengers were transferred to it and taken to Berlin, where they were put on buses to New Haven. Train 179 was held about 20mins for the buses to arrive. Passengers from 477 suffered a delay of over two hours.

Metro-North timetables effective Oct 27, 1996 to Apr 5, 1997 have been extended through May 3. New timetables will be issued to be effective May 4.

I had a rather interesting trip Mar 28 on NJ Transit from Hoboken to Hackettstown and back. Train 1077 was a 4-car train consisting of two NJT and two Metro-North cars, with NJT GP40 *pushing*. Most NJT trains have engines pulling westbound trains. All cars were open, but five minutes before departure, passengers in the two head cars were asked to play "musical chairs" and move back to the two rear cars. The two head cars were then closed off and lights turned off.

Departure time came and went. Then at 2pm we were all asked to play "musical trains" and go to the train that was on track 13. The train we vacated was on track 4. Finally, on board our new train, with GP40 pulling six cars (the last two open), we departed Hoboken 12mins late. The train traveled out the Boonton Line and we kept gaining time as we went along. As more seats were vacated the car I was in became rather noisy. Not only were there rattles and thumps from the front truck, but a loose seat made the car sound as if it were full of crickets.

At Dover we stopped at the new center high level platform where the train from the M&E line had arrived across the platform. If both trains are on time, connection is made at Denville and the M&E train follows train 1077 into Dover. We left Dover only 4mins late and were only one minute late at Mt. Olive. Next station was Hackettstown, where we arrived 6mins early! After a "photo stop", I boarded the same equipment, now train 880 to Hoboken via the M&E line. We departed four minutes down and quickly made it to Mt. Olive, where we left right on time.

Traveling down the M&E, I again rode with the crickets and it was interesting to ride past the house where I grew up in Millburn. Also en route to Hoboken, we passed many westbound trains: MUs, diesel-pulled, one diesell-pushed, and ALP electric loco (MidTown Direct) pushed or pulled trains. Arrival in Hoboken came 4mins early. For a fare of only $10 one can take this ride any day, Monday through Friday, and experience lots of different scenery by traveling both the Boonton and M&E lines. —Bob Underwood.

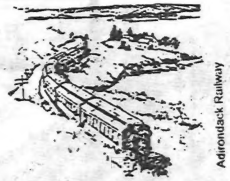
Ex-Lackawanna RR Cutoff Progress Report:

The state of NJ has now taken title to practically all of the 23-mile ex-Lackawanna RR main line through Warren County, popularly known as the Cutoff, since it offered a faster and more direct route to the Delaware Water Gap than did the original main line via Washington. Abandoned by Conrail in 1983, its track was subsequently removed and the right of way offered for sale. Its value was the earth fill used to create enormous embankments that carried the then double track line across valleys. The buyer paid Conrail $5 million and intended to bulldoze out the fill and transport it elsewhere for other projects. Where this to occur, the once-important Lackawanna main line would be gone forever.

In the late 1980s, several groups realized that the route would be an ideal commuter line and that it could relieve congestion on parallel Route 80 from Dover to the Delaware Water Gap and into Pennsylvania. They mounted a campaign to prevent the destruction of the line's infrastructure and by 1995 it appeared as if their effort had succeeded. Using money from the Railroad Right of Way Preservation Bond Act, they had the State of NJ purchase the right of way. The price was much higher than the owner had paid Conrail.

With the alignment now secure, the Cutoff can once again become a line for passenger trains, both commuter and intercity, running to Scranton and possibly Bimghamton. Presently there is no money to restore single track over the 23-mile line, but in future years there will be. For now, the right of way that almost vanished has been saved, albeit at the eleventh hour.

NJ voters approved the rail right of way preservation legislation because too many miles of trackage were being abandoned. The alignments were in imminent danger of being sold and lost forever in terms of future public transit. Presently, several hundred miles of disused railroad are in public hands, awaiting future rehabilitation. —Bruce J. Russell.



The Adirondack Railway report in RTN 562 elicited this response from Transport 2000 Canada's Co-founder and Media Relations Officer Harry W. Gow:

"I read with great interest the article, 'Adirondack Corridor Gets Major Grant.' I was greatly encouraged to see the State of New York has granted $5 million to allow track restoration from Utica to Thendara, with a view to ultimate restoration to Lake Placid. As a frequent visitor to the area, I hope to be able to travel on the restored line.

"I wonder if human factors were the major cause of decline of the post-(1980) Olympics service on the line. RTN had reported numerous derailments, most or all caused by washed-out beaver dams. We here in Canada are all too familiar with that problem. CN in northerly Quebec in particular has been plagued by this form of washout, and CN freights derail with alarming frequency courtesy of Canada's national rodent. CN has reportedly used an innovation by the (Ottawa) National Capaital commission (NCC) to prevent beaver dam failures.

"The NCC has a large wilderness area, inhabited by beavers, to preserve. To avoid beaver-induced floods and washouts affecting roads and the nearby Hull, Chelsea & Wakefield (steam) Railway, the NCC installs a siphon in the middle of the pond just below the surface of the water, protected by wire mesh. The water level is then constant, because even if the creatures add to their dam's height, the water still flows through the siphon's pipe and out to below the dam. The NCC method has been very successful, and has spared road crews, the railway and homeowners the headaches of catastrophic dam failure. I hope the Adirondack Railway will take similar preventive measures to ensure passenger safety while conserving wildlife."

●●●

Metro-North Railroad reported with obvious satisfaction that at the end of the first quarter, Mar 31, its on-time performance stood at 97.4% systemwide, its mean-distance-between-failure average systemwide was 81,194 miles, and its preliminary fare/operating ratio (as of Feb 28) was 55.2. Said Metro-North, "If we could just end the year at March 31...but we can't."

The railroad's on-time goal for this year is 96.5%, which puts them in the odd position of rooting for a goal that is actually lower than the real figures have been since Jan 1.

SEPTA in late March received the resultls of a $300,000 audit of the mass transit agency by Phoenix Management, a corporate consultant service of Chadds Ford, Delaware County, PA. Its findings were greeted with reservation by SEPTA officials and by sharp criticism from a longtime consumer- and transit-activist.

Lance Haver, head of Philadelphia's Consumer Education and Protection Association, blasted Phoenix's SEPTA audit for its call for expanding suburban transit and revamping SEPTA's organizational structure at the expense of city bus service and SEPTA workers. Chief among Haver's criticisms is Phoenix's proposal to cut the base fare to $1.25 from $1.60 and eliminate transfers, which allow a ride on a connecting bus, trolley or subway train for an additional 40 cents. This would actually be a 25% fare hike for SEPTA city riders who use two vehicles or routes on a routine basis. Most riders use discounted tokens or unlimited-use passes, so token users would also face a hike, from $1.55 for a token and transfer to $2.30 for two tokens.

Phoenix calls for elimination of some city bus routes and privatization of others. Haver also denounced this, saying private contractors would not be as dedicated to their jobs and their riders as career SEPTA employees. The audit also advises dismissal of some 230 transit workers hired in the past year, who are exempt from a no-layoff agreement between SEPTA and its biggest union, the Transport Workers Union. Ten of 18 top managerial positions should also be done away with, said Phoenix.

Despite Phoenix's recommendations, SEPTA has cut staff, management and schedules in the face of years of dwindling state and federal aid. Further cuts, such as elimination of SEPTA's least-used commuter rail line, the R6 Cynwyd branch, were stopped by strong opposition from riders and community groups. SEPTA observers note that the audit was arranged by SEPTA board members and other officials bent on removing then-General Manager Louis Gambaccini, who eventually retired last Feb. Phoenix Management was originally awarded the audit contract without competitive bidding in Apr 1996, lost it after outcry over the lack of bidding, then regained it even though the subsequent bidding included other consultancy firms who underbid Phoenix. The SEPTA board's rationale for re-awarding the audit deal to Phoenix was that it had already done some work on the audit.

Other large transit systems do not have transfers, or limit their use. Baltimore's MTA abolished transfers when it replaced its zone fare system with a base fare of $1.35. A $3 day pass is available for riders making several trips. Boston is legendary for not having transfers, and also for its base fares of 60 cents for buses, 85 cents for rapid transit, and for light rail lines that allow free riders under some conditions. San Francisco's Muni experimented with a $1 base fare and no transfers, but abandoned it after widespread complaints.

NJ Transit's Atlantic City rail line, long a target of hostile NJT board members and managers and anti-rail NIMBY homeowners and politicians, faces, despite growing ridership, a possible new threat. NJDOT is planning a $330 million highway and tunnel linking the Atlantic City expressway with a yet-to-be-built casino, hotel and entertainment complex near the north end of Atlantic City, facing the intracoastal waterway. This complex is to be built by Las Vegas hotel and gaming magnate Steve Wynn, who is putting up one-third of the highway and tunnel cost. The rest is to be financed by NJ Transportation Trust Fund and bond issue money.

Atlantic City's mayor and other public officials support the road and tunnel. The town's other casino tsar, Donald Trump, has bitterly opposed it and canceled hotel and gaming expansions in protest. Five of nine families whose homes are in the road's path oppose the project, while the other four have offered to sell their homes and move. And the highway is planned to run through the platform area of Atlantic City's rail terminal, at the very least shortening the platforms and forcing relocation of a newly-installed, $1.5 million diesel fuel pad.

A worse scenario is possible: motorists may object to crossing tracks at the west end of the terminal at grade, and call for the tracks to be paved over. The station, built in the late 1980s, may be the newest rail depot in the nation to be threatened by a highway project. Its trains may be similarly threatened, with no place to go in Atlantic City. NJ Transit is said to be opposing the tunnel project, as both the rail line and area bus operations may be disrupted. Elevating the tracks and moving the

station could greatly inflate the cost of the road and tunnel.

●●●

A disturbed Amtrak machinist, employed at the Wilmington DE maintenance facility, went on a shooting rampage Apr 10, killing a foreman and wounding two other workers before a police officer shot him to death. A spokesman for Wilmington police said that the Amtrak worker, Richard Herr, 40, came to work carrying two handguns, and opened fire at 7:40am. Amtrak spokesman Cliff Black identified the foreman killed by gunfire as John Jenson, 41. Anther foreman and a machinist were critically wounded and hospitalized. A Wilmington police officer shot and killed Herr on a catwalk after Herr aimed his gun at the police officer.

A number of coworkers had said Herr was known for behavior they described as bizarre. He would talk to walls and to pigeons, earning the nickname "pigeon man". "He'd talk to the walls. He'd apparently talk to the sky. He wasn't stable," said a union local rep who also works at Wilmington shop.

The facility was closed after the shooting rampage, but was expected to reopen Apr 11. The shop employs 450 people, and 70 were at work when the incident occurred.

Amtrak president Tom Downs said in a statement, "I am shocked and saddened by this violent act, and my heartfelt sympathy goes to the victims and their families." —James Thornton.

CSX and Norfolk Southern on Apr 8 agreed formally on a plan to divide Conrail among them. The plan still must be approved by the Surface Transportation Board, but calls for CSX to buy 42% of Conrail for $4.3 billion and NS to pay $5.9 billion for 58%. The two railroads will share some routes and terminals, includ-ing the NY-Philadelphia route, and they will continue to use the Conrail name, with each of the two railroads controlling 50% of them. Of the various Amtrak routes, the **Lake Shore Ltd** will be on CSX east of Cleveland; the **Three Rivers** route south of New Castle PA will be CSX, as will the **Cardinal** route between Indianapolis and Crawfordsville IN. The remaining Conrail routes with Amtrak service would go to NS, and also the Conrail freight rights on the NE Corridor and Keystone Corridor.

Will this giant merger lead to more in the future? The Richmond (VA) Times-Dispatch asked a NY industry analyst, Steve Lewins, who predicted that UP and CSX will merge and take over IC around 2001, and that NS and BNSF would take over KCS around the same time.

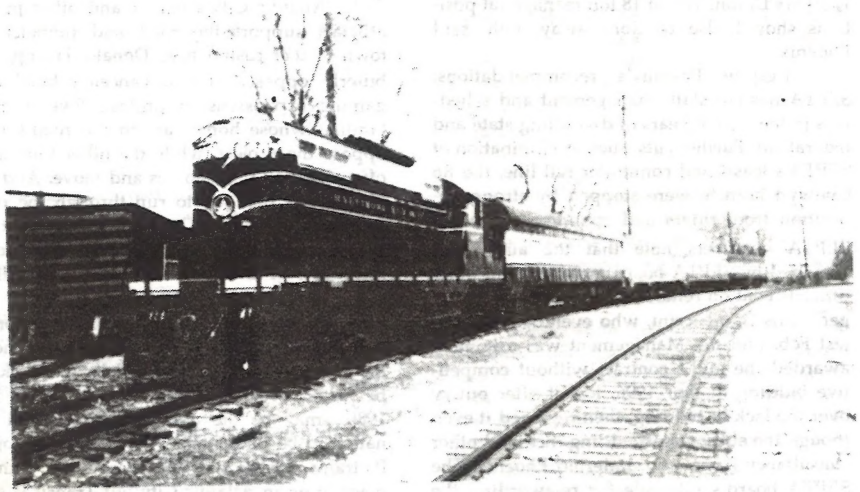
State of Maryland in early April was reported near an agreement with CSX on a new 5-yr contract to operate MARC commuter service. The previous one had expired in Oct 1995, and a temporary contract was in effect. Under the new contract, Brunswick line commuters may find that the last morning and evening departures are set earlier, which would inconvenience some riders. On the positive side, a southbound train from Camden Yards after Baltimore Orioles games may be restored. (Last baseball season the return service was abruptly canceled, forcing fans to board express buses after games.) The Washington Post reported that a plan was being discussed to build a short connecting line between the Camden and Penn lines in Baltimore, enabling increased CSX freight service without interfering with commuter trains.

The Long Island Rail Road will be holding a massive track-rebuilding program between May 19 and Sep 22, during which some commuter train schedules will be disrupted. LIRR is replacing two of the four mainline tracks from west of Jamaica station to east of Harold interlocking, a distance of six miles. During rush hours, one track will be shut down on that stretch. Six morning trains will be cancelled: five from Long Island and one from Far Rockaway. Four evening rush trains are also canceled: the 5:01pm NY-Freeport; the 5:20 NY-Long Beach; the 5:51 NY-Hempstead; and the 4:42 NY-Far Rockaway will begin its run at Valley Stream, with connections from an earlier train. The Friday afternoon Cannonball service to Montauk will originate at Long Island City, and adjustments will be made to trains serving Kew Gardens, Forest Hills and Woodside.

Grand Central Terminal restoration is the subject of a new folder from Metro-North. The heavy-paper, fanfold publication is pale green on one side and pictures in gold zodiac figures from the Main Concourse ceiling. The other side, in gold print on white paper, describes the restoration process.

The Terminal, begun in 1903 and completed in 1913 is a Beaux-Arts landmark. One of the intentions of its original architects will finally be brought to fruition when a second, mirror-image Grand Staircase is constructed at the east end of the Concourse, opposite the existing marble and brass structure. Work on the restoration began last year, except for a few pieces of earlier rebuilding.

With Metro-North's extension to Wassaic underway, folks in Millerton have asked why not extend the commuter line to their town. But a M-N spokesperson said that the costs would far outrun the revenue, since the Harlem Valley Rail Trail would have to be used, and getting that redesignated from park land would be very difficult unless there were a "sudden ridership boom".



New in passenger service at Baltimore's B&O Railroad Museum is GP9 locomotive #6607, shown above. The unit wears it original blue, black and gray passenger colors. Photo by Bill Hakkarinen.

RAIL CANADA

VIA Rail Canada commented on the issue of increasing service to Jasper as follows: "VIA had hoped to add additional frequencies between Vancouver and Jasper during the peak period this summer and had worked very hard to present its case to Federal Transport Minister David Anderson and the public. But when the minister announced his decision not to authorize the corporation's request, VIA's media activity shifted, of necessity, from arguing its case publicly to explaining how it would accommodate demand from customers. 'These situations always leave us open to questionable media coverage,' says director of Public Affairs Paul Raynor, who referred by way of example to an article entitled 'Rocky Mountain high: B.C. tour firm derails VIA' which appeared in the Feb 19 issue of *The Globe and Mail*.

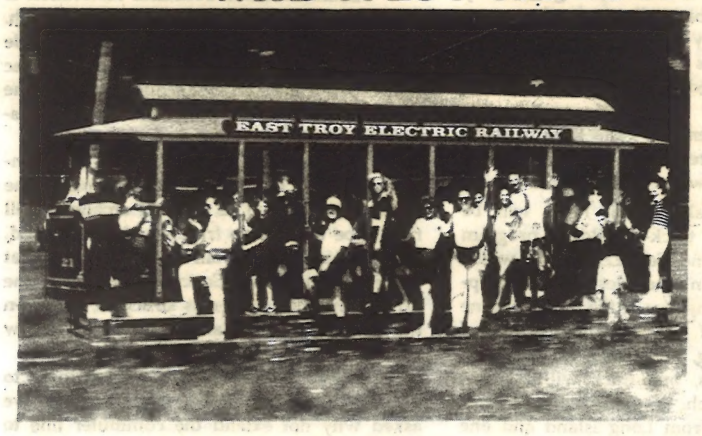
"In the article, a Great Canadian Railtour company (GCRC) spokesperson suggests VIA was attempting to grab back business from its company. VIA immediately responded to the allegation, and other inaccuracies contained in the article, in a letter to the newspaper's editor. 'We were simply trying to fulfill a request for additional space from our own wholesalers and customers for VIA's particular overnight full-service train product through the Rockies,' wrote Paul. He also took the opportunity to show the level of credence VIA gave most of GCRC's 'facts'. Despite what their spokesperson says, 'VIA has two lawyers on staff,' he wrote, 'not more than 200,' as suggested in the article."

VIA February ridership in the Corridor was up 16.1% from 1996, and 12.4% over projections. Eastern Transcon service was up 12.8%, or 9.9% above projections, while Western Transcon showed no change from 1996. Systemwide, Feb ridership of 297,550 was 15.5% higher than last year, and 11.8% above projections.

Systemwide, in Feb VIA posted a deficit of $21.3 million ($12.8 million in revenue, $32.3 million cost). The Corridor posted a deficit of $7.5 million, Western Transcon a deficit of $2.8 million, and Eastern Transcon similarly $2.0 million.

VIA reported that sales of its services by Canadian travel agencies for Jan totaled over $4 million, a 5% increase from 1996, while passengers generated from these sales increased 8%. During the same period, travel agency revenues for Canadian domestic air travel dropped 3% and the number of passengers fell 5%. VIA obtained these figures from BSP Canada.

MIDWEST REPORT



The Train to the Trolleys is a special benefit excursion being run on two days—May 10 and 11 to help launch a major fundraising campaign so that the East Troy Electric Railroad can build a new visitors' center and museum and create an endowment fund to secure the ETER's long-term survival.

Co-sponsors are the ETER and the 20th Century Railroad Club. Operational support is donated by the Wisconsin Central RR (based in Rosemont IL). The excursion each day will use a chartered Metra train, leaving Chicago Union Station at 9am, traveling to Mukwonago WI, and returning at 6:30pm. The fare is $49. At Mukwonago, passengers board vintage trolleycars of the ETER for a scenic 14-mi round trip through rolling hills and farmland and past glacial lakes to the village of East Troy. In both towns, a wide variety of food, live jazz and a model RR fair. Orders are taken by mail from 20th Century RR Club, 329 W 18th St, Suite 902, Chicago IL 60616. For info, call 312-829-4500 anytime. Photo above by Brian Solomon. The open-air trolley pictured was built from scratch by volunteers in 1985.

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The Three Rivers, train 41, was involved in a grade crossing accident in Western Indiana on Mar 16. At the head of the train was brand-new P42 engine no. 62, being delivered to Chicago. There were no injuries on the train, but there were fatalities in the van that violated the train's right of way. The train was delayed three hours. Damage to engine 62 was to the snowplow, the right front of the engine and a ditch light on the right of the engine below the engineer's window. —Geo. Danchisen.

Empire Builder operations were disrupted first with blizzards in North Dakota in early April and then flooding which late in the month was forcing the evacuation of virtually the entire city of Grand Rapids ND. On Apr 6, train 8 left Minot at 1am, 3hrs, 25mins late, and detoured via New Rockford. As of 1pm that date Amtrak could not report the location of the train or whether it was moving. It was due into Fargo at 2:18am. Train 7 was holding in Fargo; it should have left at 4:27am. Minneapolis passengers for the stalled no. 8 were bused on. As of 4:30pm Apr 6 Amtrak reported that no. 8 was stuck 40 miles west of Fargo, and engines had been sent from Fargo to help free it from the snow. No. 7 was still holding there and passengers expected to spend the night in Fargo. With flooding beginning, on Apr 9 some levees were closed to protect Harwood ND from the Cheyenne River, thus blocking the Builder's route between Fargo and Grand Forks, forcing it to detour on the Surrey Line, bypassing Grand Forks, Devils Lake and Rugby ND. At that time, Amtrak was hoping to resume normal operations by Apr 21, but before then the Red River through Grand Forks was far above flood stage, so that the episode was being called the "500-year flood."

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Rocky Mountain News, one of Denver's two daily papers, runs some of the most outrageously anti-rail items in the US. On Sunday, Apr 13, the RMN devoted a full column on the front page of the pull-out business section plus an inside jumpover by editor Don Knox to an attack on Ed Ellis's speech at the Apr 5 NARP Region 10 meeting, about Amtrak plans to carry more mail and express. It quoted only people who were not at the meeting and did not hear the speech, and they expressed shock that Amtrak has "crossed the line" dividing government from the private sector.

ColoRail president Jon Esty E-mailed editor Knox his disappointment with the article and noted that Esty had invited people from the paper to attend the meeting, but they did not come. Said Esty, "Ed Ellis, Amtrak's Director of Mail and Express Business Development, was our featured speaker and addressed a number of issues you raised in your article. I can only conclude that you prefer nothing interfere with your existing bias toward intercity rail and aren't bothered by the huge subsidies that other transportation modalities receive."

WEST COAST REPORT

Amtrak announced Apr 15 that it will order 21 new F59FHI locomotives from General Motors and will assign them to Amtrak West to operate on the **San Diegans, Capitols, San Joaquins** and in the Pacific Northwest Corridor.

Delivery will start next spring on the units, which will replace older F40s. The new locomotives are very similar to those owned by the state of California and now being used on short-distance trains there.

The engines will be built in LaGrange IL and London, ON Canada. The purchase price is about $46 million.

Northwestern Pacific Railroad is running passenger excursions Fri (Healdsburg to Ukiah and return) and Sat & Sun (Healdsburg to Willits and back), called the **Redwood Adventurer.** The longer (Willits) round trip takes 9 hrs and costs $85, including a deli lunch. Surveying the NWP equipment on Mar 21, Gene Poon took the photos shown on pp. 12 & 15. Later, he found at the Healdsburg station he found an ex-Seaboard System baggage car and two bi-level ex-commuter cars, either former SP or C&NW cars, numbered TDIX 1016 and 1023, painted silver with a red lightning stripe. Also there was an ex-Amtrak lounge, the "Paul Revere". These are some of the equipment the railroad is gathering for the excursion service. For info on it, call 800-550-2122. A complimentary Continental breakfast is included with each ride. Tickets are available to include the Skunk Train to Ft. Bragg. First class tickets include the dome car, a three-course gourmet lunch and fine local wines.

The Coast Starlight could be extended to Vancouver BC, an Amtrak West spokesman said. However, the Washington DOT wants British Columbia and Canada to join in funding rail improvements to the Seattle-Vancouver BC route before service is increased on the line. Thus, the DOT did not include increased service there as part of its 1997 6-yr transportation plan and will not do so until it gets a clear financial commitment from Canada or BC.

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Martinez station project in mid-April received approval from the Calif. Transportation commission for an additional $2.3 million, bringing total funding to date to $13 million, with another $4.4 million to be sought. A new intermodal station will be built nearby, while the old one is preserved as a museum.

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BART's April 1 fare increase of 11% is hurting some riders and causing them to turn to driving, reported the San Francisco Examiner Apr 6. The paper surveyed transit agencies around the US and found NY City the highest for a 30-mile trip at $8.14. BART and Long Island NY were tied for second at $7.70. But the cost of driving a comparable route into San Francisco (counting only out-of-pocket expenses) is $7.48. The disparity reflects the relative rise in transit costs and drop in driving costs over the past 17 years, the paper said. The director of the Univ. of Calif. Transportation Center told the Examiner "This is why people don't take BART to work: The gas prices are low, the tolls are low, and they've got free parking from their employers." (But if parking in SF is not free, add $7.00 to the daily cost.) In inflation-adjusted dollars, the 30-mile auto trip cost $9.50 in 1980, while BART fares are now 55 cents higher than in 1980, according to AAA figures. With the relative cost of transit use rising, the paper said, "BART's ridership, now about 258,000 a day, continues to climb, but not as quickly as the population. As the gap widens, the results are felt on Bay Area freeways" [in greater congestion].

For a shorter, 10-mile trip without bridge tolls, driving would cost $2.16, compared to BART's $3.70. Comparisons with other systems show Washington DC at $4.90 (the highest), CalTrain at $4.00, NY and Atlanta $3.00, and Miami $2.50.

The Capitol trains are to be managed by BART starting in July, while Amtrak personnel will continue to staff them.

A Thruway Bus stop in San Francisco, serving Union Square, was moved a short distance on Apr 14. The "SFS" bus stop, three blocks from Union Square, was moved to 835 Market St, two blocks from Union Square, and is renamed as the San Francisco Shopping Center stop. It is at the city bus stop in front of Macy's furniture store, between 4th & 5th Sts, convenient to BART and Muni, across Market St from the BART Powell St station.

Amtrak West announced that on May 11 a second Thruway bus stop will be added in Indio CA, at Winchell's Donuts, at Hwy 111 and 16th St. The store is open 24 hours and has a telephone, so Amtrak recommends using it rather than the rail station, at 45-050 Jackson St, which has no services available.

The Las Vegas Review-Journal in an Apr 7 article reported that Amtrak is working on a proposed 3-times-daily Talgo train service between L.A. and Las Vegas, to be funded largely by private sources. A study should be completed in early May. Amtrak has hired a former political advisor to President Bush, Sig Rogich, to consult on the project. He said that startup costs would be about $15 million, and that roundtrip tickets would go for less than $100. The train would have several stops in the Las Vegas area: the Strip, downtown and Primm. He commented that the Talgo would be faster than the present **Desert Wind**, traveling from L.A. to Las Vegas in less than 5 hours. The paper said Rogich had surveyed Las Vegas businessmen and found the idea of rail service popular among them.

Commuter rail service on existing railroad tracks will provide two-way rush-hour service between Seattle and Tacoma starting in late 1999, according to the Central Puget Sound Regional Transit Authority. Similar trains between Seattle and Everett will begin in early 2001. The RTA's draft Implementation Guide has been released, giving the above startup dates and other details of the long-range development plan. Public comments are solicited at the RTA's board meeting of Apr 24.

The initial segment of the central light rail system would begin carrying passengers in early 2005. The full line between the University of Washington and the City of SeaTac would be completed by 2006. Meanwhile, regional express bus service would begin in late 1999, with additional service and routes phased in as facilities—including transit centers, park-&-ride expansion and direct high-occupancy vehicle access ramps—are completed.

The RTA board is expected to adopt the Implementation Guide at its May 22 meeting in Seattle.—Jerome Sheldon.

The Washington State Transportation Commission in late March approved the construction of a fourth Jumbo Mark II ferry. The 460-ft boat will cost $87.2 million and will be ready by 1999. Three others are being readied, with the first, the *Tacoma*, due to begin running this summer, and the *Wenatchee* and *Puyallup* still under construction. With ferry ridership rapidly increasing, the state feels the big boats are needed to handle future loads.

The Seattle Post-Intelligencer in a Mar 26 editorial, called for better financial controls at the Washington State Ferry system. A state report on the carrier came up with problems in handling revenues and in paying vendors, as well as questionable awarding of contracts.

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CalTrain held public hearings Apr 16 & 17 on its plan to extend the line into downtown San Francisco, creating a rail hub at the Transbay Terminal, with connections to Muni and BART. The train station at the Terminal would be underground, as would the extended line from the present 4th & Townsend CalTrain terminal. Project manager Andy Nash told reporters that, with as many as six tracks, the line could also carry the high-speed train service planned between the Bay Area and Southern California. He said that funding for the project had not been identified yet.

The San Francisco Planning & Urban Research Association (SPUR) has produced a plan to improve Muni by placing it under an independent Metropolitan Transportation Agency with a separate, secure funding base, removing it from the direct control of city government. Said SPUR President James Chappeli, "Muni's financial, organizational and service problems cannot be solved without a fully accountable independent government agency empowered to set service standards and control its own service levels, operating costs, revenues and replacement of vehicles and facilities." The city's mayor and board of supervisors would appoint a 7-member board to oversee Muni, under the plan. Presently, this oversight is the combined responsibility of the mayor, the Public Transportation Commission and the board of supervisors.

With the *Pioneer* scheduled to make its last departure from Seattle on May 10, Hilda Anderson, Seattle Post-Intelligencer travel writer, wrote Apr 3 that to her the train's meandering route south to Portland and along the Columbia River Gorge, across Eastern Oregon, Southern Idaho and the breadth of Wyoming to Denver is "one of the most interesting rail journeys in North America...We'll miss the **Pioneer** and we regret the options for rail travel seem to be fewer and fewer each year."

The Third Beaumont

The *Sunset* Takes A Detour

By Miles Post

After my "source" at Amtrak informed me that the SUNSET LIMITED would be detouring through Beaumont, MS (the train regularly travels through Beaumont, TX and Beaumont, CA) on four consecutive Wednesdays in late March and early April, I decided I needed the mileage. CSX had a major tie-replacement program scheduled for their NO&M subdivision (New Orleans-Mobile) which would require a detour of the westbound SUNSET. This would give them a larger maintenance-of-way work "window". The detour route would involve using the Illinois Central (former Gulf Mobile & Ohio) from Mobile, AL to Beaumont, MS. At Beaumont, we would then use a former shortline, the Bonhomie & Hattiesburg Southern, to Hattiesburg, MS. At Hattiesburg, we would switch over to Norfolk Southern (the route used by THE CRESCENT) for the final leg into New Orleans and back to the train's normal routing.

I booked myself on Southwest Airlines flight 611 (A nice number, eh? Reminds me of an N&W steam engine), a 737-3H4 (N338SW) LAX-PHX-HOU-MSY on April 1 and after arrival in New Orleans headed for the combined Amtrak-Greyhound depot near the Superdome. I had just missed an opportunity to ride Amtrak's GULF COAST LIMITED to Mobile, as it had made its final run the previous day. This was a 403-B train, and apparently the states involved lost interest in keeping the train going. Also, rumors were circulating that CSX wasn't too enthusiastic about its being on their busy NO&M subdivision. So, I was resigned to either waiting several hours for the eastbound SUNSET, or getting an earlier jump on reaching Mobile by taking Greyhound.

Readers of BUS WORLD magazine will be impressed that I rode the 4:45pm departure, arriving in Mobile at 8:30pm. Not being an overly-enthusiastic bus fan, I failed to note the schedule number or model designation of the bus, although I did note the fleet number, 1572, since I stared at it for several hours. The ride along the Mississippi Gulf Coast was a real shocker after visiting this area on a family vacation in 1966. Gambling casinos have sprouted like mushrooms all along what was once a pristine, unspoiled shoreline. My memories of 1966 remainder me of a pleasant drive along the coast, similar to driving down Cabrillo Blvd in Santa Barbara. Now, it's as if you're driving the Las Vegas Strip. This is progress? Oh! That's right! They create jobs (even if they are just minimum wage)! How dare I say anything negative about the proliferation of gambling casinos everywhere? Still, I couldn't help but wonder when America's appetite for gambling will be satiated.

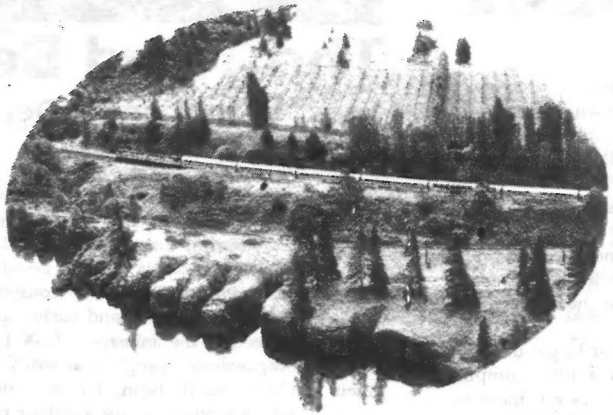
Upon arrival in Mobile, I was reminded of how close we are to becoming a police state. A city policeman and a border patrolman came aboard as we entered the bus station parking lot and would not let anyone off the bus until we submitted our carry-on luggage to a so-called "voluntary" search for drugs. Since the operative word was "voluntary", I told them that I would opt not to participate in their exercise. The policeman told me that I would not be detained (I was free to go), but my suitcase would have to remain behind until he could have a drug-sniffing dog sniff it for drugs. I asked him how long that would be. Five minutes? Two hours? After all the other passengers were searched, he went and got the dog. The dog sniffed, wagged his tail, and now both I and my suitcase were no longer considered a threat to national security. Did the fact that I chose to "Go Greyhound" give the policeman probable cause that I was a drug smuggler? What's really sad is that your typical inter-city bus passenger isn't even aware when his/her Constitutional rights are being trampled upon. Of course, I was labeled a trouble-maker for not being cooperative and asking too many questions. It's just that I don't like being assumed guilty until proven innocent. Here comes the new millenium. What fun. so much for Southern hospitality.

On the morning of April 2, I arrived at the Mobile Amtrak station to join a large group of passengers and a couple of local railfans who knew of the detour. Buses would protect the train's regular stops along the coast. I spoke briefly to the Illinois Central employee who would pilot us over the Beaumont District. Eventually our train, # 1 (01), arrived and a small delay occurred with the usual confusion

(continued on page 14)

RAIL PIX

(Right:) Last Picture of the **Pioneer**? In Amtrak's 1997 Travel Planner this picture appears, in a "Travel Planner Update" dated Nov 1996, bound into the center of the booklet. Amtrak there explains that the plans to drop four trains were "adjusted" in Nov, and that operation continues on the four routes. Another beautiful photo of the doomed **Pioneer** also appears in the Planner, but next year Amtrak will have to forego picturing the scenery that made the train famous.

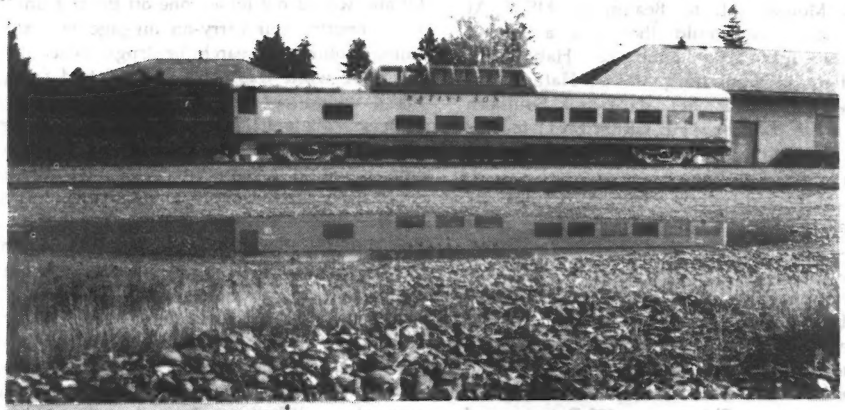


(Page 12, top:) Among equipment assembled for the Northwestern Pacific's **Redwood Adventurer** excursion trains is this ex-UP dome lounge "Native Son" photographed at the Healdsburg CA station by Gene Poon Mar 21.

(Page 12, lower:) In a light snow, Amtrak train 80, the **Carolinian**, makes a special stop at Ashland VA Feb 8 to board 19 members of the Virginia ARP returning from a meeting. Photo by John P. Stith.

(Page 13, top:) The **Auto Train** prepares to head north from Sanford FL on Feb 18. This run had only 91 autos and 175 passengers, during the light winter season. Southbound, it's much heavier. Photo by Alex Mayes.

(Page 13, lower:) The 8:02am Saturday train from Dover NJ to Penn Station, NY, arrives in South Orange NJ behind Swedish-built loco 4411. The train, a Mid-Town Direct run, bypasses Hoboken and its ferry & PATH connection to lower Manhattan. Bruce Russell.



THE THIRD BEAUMONT (continued from page 11)

over who should get off or remain aboard, luggage concerns and, to top it off, a medical emergency. Maybe someone developed an ulcer due to the anxiety of having to deviate from normal procedure because of the detour.

Our train consisted of Genesis engines 12 and 49, baggage car 1187, dormitory 39017, sleepers 32031 and 32016, diner 38008, lounge 33015, coach-baggage 31514 and coach 34067. After everything was taken care of, we made a reverse movement through a man-made tunnel (Mobile's convention center is built over the tracks) and continued for 1.9 miles back to CSX's Sibert Yard. There, we used a transfer track with hand-thrown switches to move to Illinois Central's yard. After lining the switches behind us, we began our journey up 95.7 "new" miles to Hattiesburg.

Just beyond Bay Shore Jct., we went right through the middle of an incredibly impoverished housing project. I thought some of the buildings were abandoned until I saw clothes hanging on lines. I met fellow mileage accumulator Martin Ozga in the lounge car and we compared notes. With the aid of a scanner, we learned how the dispatcher would be treating us over his railroad. From a scenery standpoint, this isn't exactly like the ride from Denver to East Portal on the UP, ex-SP, exxDRGW, exxxD&SL, but on the other hand, I didn't expect it to be. We saw a lot of trees as the track cut a narrow path through the thick piney woods that are so prevalent in this part of the country. I was impressed with the track quality. A lot of welded rail and Pandrol rail clips on the curves. Other than the Chicago-St. Louis corridor, this is my only former GM&O mileage.

We took siding at Cloy (not a very original name for a siding) to meet an eastbound freight lead by IC unit No. 6070. At Beaumont we switched to the former B&HS railroad, and the mileposts reflected that as the numbers were prefaced with a "BH." When Illinois Central Gulf was formed in 1972, this short line lost its separate identity. The local that works the line was in the clear for us at Mahned (MP 16.5), the site of what appears to be a new yard. Coming into Hattiesburg, an empty coal train with new BNSF pool power was returning to Wyoming after feeding a power plant on the Mississippi Export Railroad. The dispatcher had him temporarily stashed on the Gulfport branch to allow our passage. At Bell Yard the switch crews noted our passing while taking a breather at the yard office.

The switching maneuver to get us onto Norfolk Southern track was a little complicated. At the diamond interlocking, there is only one interchange track in the southwest quadrant. We had to stop east of the diamond (on some busy city streets) while our Genesis engines cut off and spotted themselves on the transfer track. Now without head-end power, a Norfolk Southern GP-50, No. 7056, was in position and pulled us westward through the interlocking and just beyond the transfer track. Our Genesis engines then coupled onto what was the rear of our train, restored HEP, and pulled us backwards to New Orleans.

Leaving Hattiesburg, now on NS, we encountered some yellow blocks while following intermodal Train 221, which eventually got in the clear for us downline. We were treated to a nice ride over the Lake Pontchartrain bridge with still quite a bit of sunlight left for pictures. The crew reached their hours-of-service limit on the outskirts of New Orleans and a yard crew was in position to bring us the rest of the way in.

Arrival in New Orleans was around 5:00pm. On the following day, April 3, my flight home on Southwest Airlines Flight 1197 MSY-HOU-PHX-LAX brought to a close a very memorable three-day trip. I guess now I'll have to plan a trip to North Dakota. Word has it that the EMPIRE BUILDER will be detouring over the Surrey Cutoff via New Rockford for a few days because of flooding. "Hello, Master Card? About that credit line increase...."

URBAN-SUBURBAN TRANSIT

Briefing a group of visiting geographers, Paul Burns, Manager of the Fort Worth (TX) Transit Authority (the "T"), showed plans for transit development of their passenger intermodal center.

The Texas & Pacific Railway station is to be the centerpiece of the development. It is on the southern end of the central business district and separated from it by an elevated highway. As part of an expansion of the highway, it is being relocated to an elevated structure over the tracks in the notoriously rail-congested Tower 55 area.

The T&P station was built in 1931 as the headquarters of the railroad, replacing an earlier building. It served as an active railroad passenger station until Mar 27, 1967.

This is one of the fastest-growing areas in the US. By 2010 a 75% increase in automobiles is expected, accompanied by air quality problems. It is impossible to build all the road needed—it would cost $16 billion.

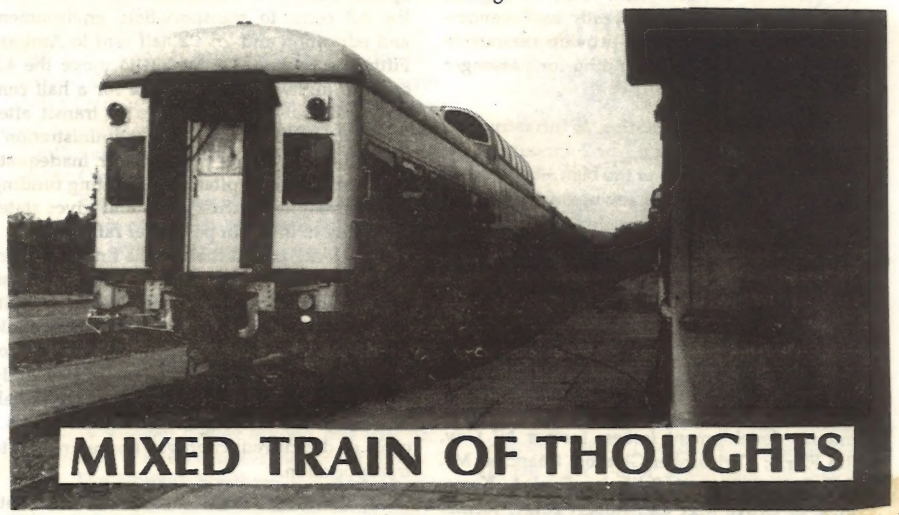
One of the most cost-effective ways of mitigating the traffic problems is by rail. A commuter rail line, the Trinity Valley Railroad Express, is being constructed in two phases to connect Dallas and Ft. Worth, which are 35 miles apart. The Dallas section is already built and runs rush hours from Dallas Union Station (connection with the new DART light rail system and Amtrak) two stops to the Tarrant County line at South Irving, 10.5 miles distant. Rebuilt RDCs are used in two 2-car trains. Final design and property acquisition are proceeding in Tarrant County. There had been a system of four interurban railways centering on Dallas. The best we can do today is to match the pre-1930 schedules.

The intermodal transportation center would improve the efficiency of transfers among public transportation carriers. It would be the hub of the city transit bus system. The T has also planned it as the Amtrak station (endangered as is the service). The exiting Amtrak station is the former Santa Fe station, which is nearby. There is to be parking for transit patrons. Further in the future is the possibility of a wheeled trolley downtown. The use of this building, plus the possible re-use of the existing adjacent main post office for commercial and/or residential purposes would tend to stretch the CBD southwards.

Existing public transportation between Dallas and Ft. Worth consists of T rush-hour bus service, which carries 200 passengers a day. Greyhound also provides local service as portions of long-distance schedules.

The T expects 11,000 passengers a day on the Trinity River Railroad Express when it is completed. Ninety per cent of those would be from intermediate points and the other 10% would be going from downtown to downtown. In the future, there could be a further expansion of service to the Dallas/Fort Worth Airport.

The development of the railroad service isr elatively inexpensive in that the right of way already exists. By and large, there is no political opposition to the development of the line—just a few of the neighbors of the line. —Barry M. Steinberg.



MIXED TRAIN OF THOUGHTS

(Above:) Another view of dome lounge "Native Son" on the NWP at Healdsburg CA on Mar 21. See also page 12. Photo by Gene Poon. The car is in Union Pacific colors.

An upbeat op-ed article in the Austin American Statesman (Apr 14) by Texas Senator Kay Bailey Hutchison entitled "Full steam ahead for rail" hopefully will arouse pro-rail enthusiasm in many Texans.

She wrote: "...My hope is that soon, Amtrak passengers will be able to step off the train, walk across the station and embark on the [Austin] inner-city light rail to the University of Texas, the Capitol, the convention center or the new airport. The same passenger could decide to board a train on the Austin-San Antonio route and attend Oktoberfest in historic New Braunfels. Or a person in Wimberley could take the bus to San Marcos and catch the train to Austin or San Antonio.

"Texas is a state that has been willing to go the extra mile for limitless opportunities.

"Because of this can-do spirit, the Texas Senate has expressed its support for a long-term outlook with a short-term loan for Am-

trak's Texas Eagle. This would be especially good news for Austin, and indeed, the entire state.

"...Forty years ago, the future of transportation was in highways and trucks, and our taxes built the interstate highway system. Twenty years ago, it was in airports, and air travel was supplemented by tax dollars. Now, these systems are mature and should be complemented by further development and expansion of passenger and commuter rail systems.

"This trend adds a new component that builds on and enhances the present transportation system. It is a trend that portends greater transportation efficiency; environmental protection and consumer convenience in an era of congested skies and highways.

"...As with many solutions to national problems, states are taking the lead. The Texas Legislature's recent decision regarding the Texas Eagle is a fine example of this.

"I intend to follow that lead by holding Amtrak to its promise to expand service in Texas. Simultaneously, I will work to clear Amtrak of the archaic regulatory and legislative obstacles that prevent it from serving the transportation market efficiently and economically, and I will work to provide reasonable and dependable capital funding for passenger rail..."

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House Transportation & Infrastructure Committee Chairman on Apr 2 announced the names of the members of the blue ribbon panel he and Susan Molinari set up to "give their advice on how to best develop an emergency plan to address the perilous financial condition of Amtrak and intercity rail service." Dr. Thomas Larson, former PA DOT Secretary & US Highway Administrator, will be coordinator of the group. The other members are: Mr. Pat Cleary, former National Mediation Board Chmn; Ms. Nancy Rutledge Connery, consultant on infrastructure, transportation and community development issues; former NJ Gov. Jim Florio; Christopher Gleason, financier; Mr. D.T. Ignacio Jayanti, financier; Paul A. Karas, pres. of Grove Mgt Co.; Robert Kiley, former NY MTA head; Alan Landes, VP with Herzog Contracting Corp.; John G. Pinto, head of Rail Trac Associates; Phyllis F. Scheinberg, US GAO; Carl E. Van Horn, prof. of Public Policy; Mr. Robin H. H. Wilson, SH&E.

Critiquing the appointments, NARP said that "it's disappointing that there are no passenger reps on the panel—only former NJ Gov. Jim Florio strikes us as unabashedly pro-Amtrak." NARP noted that Robert Kiley was a frequent critic of long-distance trains, that Nancy Connery was a frequent critic of the proposed Boston-Portland service, that Alan Landes' contracting corporation competes with Amtrak on commuter rail contracts, and that Thomas Larson is a former Federal Highway Administrator.

Amtrak lobby day was held in Washington DC Apr 10, with about 20 NARP members and other Amtrak supporters out to lobby for Amtrak. They received a morning briefing from Amtrak VP-Gov't Affairs Tim Gillespie, who told them that adequate 1998 appropriations for Amtrak operations are the biggest challenge right now. The lobbyists visited members of Congress.

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Several Senate Amtrak authorizing bills were, as of Apr 11, either introduced or in the works, NARP reported. "First, there is S-436, the Roth-Moynihan bill to give Amtrak the half cent of the 4.3 cents of the gax tax now going to deficit reduction. Second is the Moynihan-Chafee ISTEA bill retaining the current basic structure of ISTEA and giving states flexibility to invest in passenger rail. Third is a Specter-Santorum transit bill that would move the 4.3 cents to transportation, environment and education and give a half cent to Amtrak. Fifth is a Backus-Warner bill to move the 4.3 cents to highways only, except for a half cent for Amtrak, which would go to transit after five years. Sixth is S-468, the Administration's NEXTEA bill, which provides for inadequate levels of Amtrak capital and operating funding from the highway trust fund, and gives states flexibility to invest in passenger rail."

NARP added that for the first time. Sen. John Warner (R-VA), transportation chairman on the Environment & Public Works Committee, favors the form of the half cent for Amtrak. "He long had opposed any highway funds going to passenger trains, but now he evidently shares Bud Shuster's view that the Amtrak half cent might be helpful in getting the full 4.3 cents of deficit reduction gas tax redirected to transportation."

California State Automobile Association Ass't VP Don Patton told the Bay Area's Metro. Transp. Commission that he supports ISTEA: "The passage of ISTEA legislation in 1991 was a very important step in federal transportation funding, moving away from having just a highway-system-based approach to a more integrated approach".

The Texas vote on a loan to Amtrak to save the Texas Eagle is moving ahead in the state legislature. The House of Reps expected to vote on the issue the week of Apr 21.

Texas Senator Kay Bailey Hutchison gave, NARP reported, a "rousing pro-passenger train speech" at an APTA commuter rail conference in Dallas in mid-April. The Dallas News on Apr 12 editorialized in favor of approving the loan to Amtrak.

Chairman Frank Wolf of the House Transportation Appropriations Subcommittee introduced Mar 20 his bill for an 11-member Amtrak route-closing commission, described last issue. It is HR 1210, co-sponsored by Packard of CA and DeLay of TX, both on Wolf's subcommittee. Said NARP, "The bill's self-described aim is to provide an equitable process for strengthening the passenger rail service network through the timely closure and realignment of routes with low economic performance. Wolf's commission would assume no operating funding in 2002 and no need for a national rail system. The bill does not discuss ways to increase or improve Amtrak. However, the truth is that even Amtrak management is convinced they can't downsize their way to profitability, and that another round of cuts would leave Amtrak too small to command any support on Capitol Hill".

Amtrak removed the experimental one-day hold limit on tickets for the **Capitol Ltd** around Apr 1, leaving all reserved trains with 7-day limits, except for no limit on Metroliners, a continuing one-day experimental limit on the **Southwest Chief**, and a continuing 3-day limit on the **Crescent**.

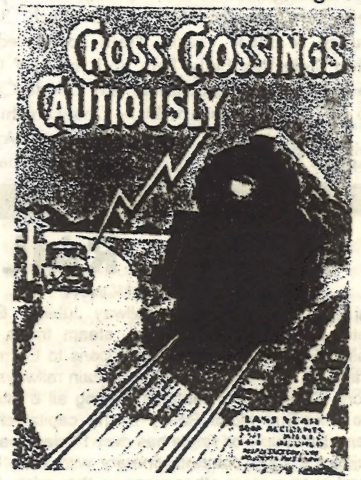
Former President Bush rode Amtrak's **Cardinal** in a party that traveled from Culpeper VA to White Sulphur Springs WV in Feb, heading for the Greenbrier resort. Amtrak said that Bush was impressed by the friendly employees, equipment and timekeeping.

Free bumper sticker that reads "Support an Expanded Amtrak" is available from Jim Norton, 153 Rebecca Pines, Madison AL 35758. Additional copies beyond one cost $1. This is said to be a volunteer, nonprofit effort.

The Norfolk Southern and Amtrak are reportedly working on a plan to better compete with trucks. They are negotiating schedules, rates and number of trains NS could run on Amtrak NE Corridor. Amtrak spokesman Rick Remington said "...we are talking to NS and a number of other freight railroads as far as whatever opportunities might be out there for us." NS will receive Conrail's rights to use the NE Corridor. —Craig O'Connell.

Texas Eagle 30-day notices of discontinuance went up in route stations Apr 9, as Texas legislators worked to save the train. According to Arkansas Rail Passenger Association's Bill Pollard, the UP claims to have made no lobbying effort against the legislation, but many in Amtrak, the Congress and the Texas legislature claim otherwise. "In any case, the public perception of UP opposition may have the same effect as reality. UP is very opposed to Amtrak's new express initiative, and it is possible that this opposition has clouded the issue of the railroad's position on the state loan for the **Eagle**". Pollard noted that if the **Eagle** goes, along with the **Pioneer** and **Desert Wind**, it would leave the short St. Louis to Kansas City route as the only remaining Amtrak service on the (pre-SP merger) UP-MP system.

The Arkansas group has developed a proposal to expand service along a modified **Eagle** route, envisioning a train from Washington DC through Knoxville, Chattanooga and Memphis (with Chicago-Memphis connection via the **City of New Orleans**), then Little Rock, Dallas/Ft. Worth, El Paso and Los Angeles.



Operation Lifesaver Inc. offers the attractive safety calendar pictured above for $10 each for 1-5 or $7.50 each for 6-10 from 1420 King St, Suite 401, Alexandria VA 22314. It celebrates the 25th anniversary of Operation Lifesaver and features highway-rail safety posters from the 1920s-40s, donated by NS. In California, the organization is starting a series of very graphic TV spots, using actors and films of deliberate train-car crashes. California leads the nation in such accidents.

News in this issue is updated through Apr 19, 1997.
RTN has a new, easier-to-remember E-mail address which is: rtn@trainweb.com
but you may also use our previous address, rtnews1@ix.netcom.com

CARS & CONSISTS

***All 500 series engines are now based in Chicago and are used mostly on short-haul runs out of the Chicago hub. Amtrak runs a hospital train two days/week between Beech Grove and Chicago. Amtrak is considering adding a coach to that train (the old Hoosier State) to haul passengers to Indianapolis, since CSX delays the present train so much that it sometimes takes two crews to reach its destination.**

***Amtrak is selling the body shells, retaining the mechanical parts, of 17 F40 locos, with bid closing date Apr 14. The engines, at Beech Grove, are 201, 204, 205, 209, 212, 240, 248, 257, 279, 303, 306, 321, 325, 331, 337, 361 and 371.**

***Special Amtrak train** at Toledo OH Apr 12: engines 380 & 398 (F40s); cars Superliners 34012 coach, 35009 snack-coach, 33032 lounge & 34037 coach. Train sponsored by Ohio State Rep Sally Perz and the NW Ohio Passenger Rail Association, ran Toledo-Chicago Apr 12 & return Apr 13. —Geo. Danchisen.

***Silver Palm**, train 89, Dillon SC Apr 9: engines 35 & 42 (P42s); cars 1534 mail, coaches 25025, 25110, 25113 & 25030, dinette-lounge 28016, diner 8554, Viewliner slprs 62012 *Harbor View* & 62043 *Sunset View*, slpr 2432, baggage 1231, mail 1721 & 1524.—Stanley Crews.

***Piedmont, train 73, Raleigh NC Mar 5:** engine NC 1768 (GP40H-2); cars 1129 Atk bag, 400201 NC *Pimlico Sound* SC 40 diner (ex-Atk 3102, SC 32 lounge), 400004 NC "Long Leaf Pine" coach (ex-KCS/NJT/C&NW/UP).

***Carolinian**, train 80, Charlotte NC Mar 6: engine 820 (P40) off at Wash; cars 21123 & 21024 coaches, 20236* cafe-coach, 44650* coach, 25007 Amfleet II custom coach, 1183 baggage. On at Wash: engine 911 (AEM-7), cars 21137, 21687* coaches, 20011** non-working cafe-coach, 21076 coach. *NEDirect color scheme; **NEDirect decals only.

***Tri-Rail train** P608, Miami Airport Feb 25: cars Tri-levels 511 cab/coach, 1008, 1004, 1009 coaches, engine 801 (F40PHL-2) in push mode.

***Old Dominion train** 94, Newark NJ Feb 20: engine 937 (AEM-7); cars 21060, 21037, 21002*, 21629* coaches, 20021** cafe-custom, 20124** club. —Jim Langan.

RAIL FANTRIPS

EXCURSION OF THE MONTH

Jul 22-31: 150-yr Swiss Railway Jubilee. Same hotel ea nite, first class rail, steam trains, fast trains (ETR, TGV & ICE), excursions to Germany, France & Italy, lake cruises, mountain railways and more. Ten-day tour features staying all 8 nites at the Four-Star Hotel Savoy in the capital city of Bern. Ea couple or single has own 1st-class pass to enjoy the daily planned itinerary with Rich Eichhorst or to explore other areas as they wish. Each day: a relaxing or active touring itinerary. Hot spots: Zurich, Interlaken, Lucerne, Brig, Zermatt, Lausanne, Montreux, Basel, Thun, special European trains and more. $2389 per person, 2-to a room. $2669 single. Fare includes air, rail, hotel, escort & daily breakfast. Lv Jul 22 from St. Louis airport. American Association of Railroaders Inc, 4351 Holly Hills Blvd, St Louis MO 63116-2255. Info no.: 314-752-3148.

May 3: Spring Railfair '97—model rail and railroadiana show and operating model RR displays incl the museum's completed four-tiered working O gauge model display, only one of its size in the US: Virginia Museum of Transportation Inc. Phone (540) 342-5670.

May 17-18: Wisconsin Central's newly-acquired C&NW lines. Portions of several lines in N. Wisc. & Mich's Upper Peninsula are scheduled for discontinuance. Lv Green Bay for Powers & Iron Mountain MI, etc. $895. Priv car *Caritas*. High Iron Travel Corp. Box 50116, Minneapolis MN 55405.

May 25: Fundraising charter in orig. double-ended PCC built for SF 1948 by St Louis Car Co. Lv and return to Duboce & Market Sts. Over J-Line, onto K-Line at Ocean & San Jose, L-Line from West Portal. $35. Market St Rwy, 870 Market St, Suite 984, San Francisco CA 94102. Ph 415-863-1775.

Jun 8: Do-it-yourself trip: Home Café in Indiana. Annual pilgrimage to Home Café in New Carlisle. SouthShore train from Metra Randolph St Terminal 10am, to Hudson Lake, walk 1.5mis from Hudson Lake to New Carlisle, & back. 20th C RR Club, 329 W 18th St, #902, Chicago 60616, Trip 97-C.

Jun 8-10: Rail excursion Orlando FL-Chattanooga TN, Atk Superliners, pull directly into Choo-Choo Holiday Inn. Train ride on Tennessee Valley RR to shops while in Chattanooga. $650 all-inclusive. American Rail Tours, 7429 Faculty Dr, Orlando FL 32807. Phone 407-677-6366.

Send large SASE to addresses. One listing in RTN is free. It must give specific dates of operation. Excursion of the Month appears once a month, in alternate issues. Write: Rail Travel News, Box 9007, Berkeley CA 94709. Or E-mail to rtn@trainweb.com or rtnews1@ix.netcom.com

QUOTES OF THE WEEK***

"...the proponents of [rail transit] ignore, or are unaware, of many studies that prove rail transit systems are the least cost-effective method of moving people and have little or no effect in reducing air pollution or traffic congestion.

"...Rail transit is the least cost-effective way to provide mass transportation. Studies of recent projects show major cost overruns and lack of ridership. Any form of public mass transportation provides little effect on traffic congestion and reducing air pollution. If we are to spend taxpayer dollars on public transportation, it must be considered a 'quality of life' use of funds."

—Rep. Jerry Overton (R-Litchfield Park), chairman of the Arizona House Transportation Committee, in guest column in the *Arizona Republic*, Mar 25.

THE OPEN VESTIBULE

The editor asks (RTN 564), in effect, whether Amtrak is now charging first-class passengers more than the cost of providing the luxury extras. It would take a complex accounting process to be sure; but some suggestive evidence is provided by the luxury service markups charged by independent rail operators—the new Northwestern Pacific excursions, **Rocky Mountaineer**, Hoboken steam trains. These businesspersons, with little margin for error, impose bigger markups for luxury services than Amtrak does even now.

Fred Matthews
Oakland, California.

Mr. Selden's recent letter (RTN 564) echoes a fallacy of passenger train managements in the pre-Amtrak days. For years railroad company books showed that long-distance trains earned profits, while, paradoxically, their entire passenger operation earned deficits. Passenger executives rationalized this apparent contradiction by arguing that too many branch line and secondary trains were dragging passenger operations down. So, they got rid of the branch line and secondary trains, while they increased the volume of what they thought were profitable long-distance trains. To their surprise, the passenger deficit did not go away, but got larger. They then rationalized the deficit by claiming that many of the so-called passenger costs really were earned by freight trains and were unfairly allocated to passenger trains by the so-called ICC formula for fully-allocated costs.

Unfortunately, there was another explanation for apparent passenger deficits that turned out to be the true explanation. This was that the cost sheets for individual long-distance trains failed to include many relevant marginal costs. Maintenance of passenger cars and locomotives typically consumed a third of passenger revenues of railroads that emphasized long-haul passenger trains; much of equipment maintenance costs did not show up on the cost sheets of individual trains, because they were considered "joint" expenses with freight trains. Neither did track and facility maintenance costs, even though long-distance trains required extra track at on-line stations, much greater track complexity at larger terminals, more sidings and more signal and interlocking systems than would be required if they did not operate. Dispatching costs and costs of train order stations failed to find their way onto the cost sheets, even though railroads had more of both to deal with the headaches of getting long-distance trains through congested main lines. One can go on.

The moral to this story is that you can define anything that grosses revenue as "profitable" if you assume away many of the costs that earn that revenue. You have to, though, find a scapegoat for those costs. In the past, freight service was the scapegoat; the short-haul train apparently is today's scapegoat. Passenger proponents said that freight trains really caused many costs that then were artificially allocated to passenger operations. The costs would continue, they said, when passenger service ended. In reality, such costs disappeared when passenger service ended. The sad truth is that the heavy, long-distance

trains of the past were earning deficits, not profits. Much of my book, *The Passenger Train in the Motor Age*, covers this topic, and it has won critical acclaim on this and other points from business and economic historians in this country and in England.

I also show in my book that the ICC fully-allocated cost passenger operating ratio is in fact a conservative proxy for the long-range marginal costs of passenger train operations of individual railroads, although it likely understates marginal costs, and it does not account for the cost of capital. The ratios that I presented earlier (RTN 562) are a good indication that the more short-haul oriented a railroad's passenger operation was, the less it lost on each dollar of revenue. If you don't like the ICC ratios, the same picture emerges if you consider only solely-related passenger costs: the Western roads lost more on each dollar of revenue than the Eastern roads, some of which actually earned something.

As to the 1960s being irrelevant because the Western roads operated too many branch line passenger trains, figures don't support this. Long-distance trains accounted for the overwhelming majority of passenger car miles on the big Western railroads in 1963. Long-distance trains also had a greater advantage in 1963 than today: in 1963 they did not have to contend with the efficient, discount airlines that have appeared as a consequence of deregulation. Despite this advantage, they performed badly.

As to airlines, Southwest is the most profitable US airline, and it makes its money in the (for airlines) short-haul business: markets of 500 to 1000 miles. Why? Because its executives spend every wakeful second thinking about ways they can improve productivity, something that passenger train proponents should do more of. It is Southwest and similar discount airlines that are bleeding the long-distance train dry. The trans-Atlantic carriers apparently are not doing so well; Delta in fact is reducing its trans-Atlantic operations.

I suspect that the only long-haul trains that were "profitable" in the recent past were those where many of the marginal costs were assumed away as "overhead". It does no one any good to find scapegoats for such costs. If you want long-distance trains, try to convince the government to subsidize them, or try to operate them more efficiently. Amtrak has been trying, with some success until the last couple of years, on both scores. Unfortunately, Amtrak always has run into trouble because operating subsidies run against the grain of American political culture.

It would be more fruitful to lobby for capital grants for track improvements in corridors throughout the country. The objective would be to obtain fast and efficient passenger service so attractive that the American public would pay fares that covered full operating costs, including the capital costs of rolling stock. This approach to subsidy is consistent with American political culture. It is the formula that other modes of transportation use with success.

Greg Thompson
Dept of Urban & Regional Planning
Florida State University
Tallahassee, Florida.

Andrew Selden ends his letter (RTN 564) quing Gregory Thompson's defense of short-haul corridors questioning why do airlines make profits flying long distances over oceans, while USAir perennially loses money focusing on short-haul routes. If short-haul routes are so unprofitable, how come Southwest Airlines, which relies almost exclusively on short-haul routes, has been the only airline to show a profit every year since 1973 and frequently is the most profitable of all US airlines? Conversely, to imply that if international and transcontinental flights are the most profitable, therefore long-distance trains should be the most profitable is ludicrous. Comparing long-distance flights to long-distance trains is like comparing apples with roast beef.

However, as I have written many times in these pages over the past 15 years, we must get away from the NEC vs the rest of the country or long distance vs short distance debates. It is not a matter of too many trains in the Northeast, but too few trains in the rest of the country—both long distance and short distance. I do believe that conventional rail will capture its biggest market share when frequent, direct service is provided in corridors up to 250 miles in length—and high frequency, high speed rail will dominate markets up to 600 miles in length (and Southwest knows it—that's why they are the biggest lobbyist against high speed rail investment at both the federal and state levels). But while the optimum rail network may generate most of its business from short-haul markets, there is still a place for long-distance trains—indeed, more long-distance trains than today. (Despite my ridiculing Mr. Selden's airline analogies, Southwest Airlines business strategy does present a good analogy to illustrate my point. Southwest success has been predicated on high-frequency, low-fare, short-haul routes. However, they are beginning to provide more long-distance routes (e.g., effective April 6, non-stop flights between Oakland and Los Angeles to Nashville). While much of Southwest's growth will likely come from more long-distance flights, they are not in any way abandoning the short-haul markets that made them successful in the first place.)

Academic debate is good and needed. Conversations over drinks or a meal, the pages of RTN, or the Internet are all appropriate venues for this debate. However, if it gets to a point that it paralyzes the rail advocacy movement, as I sometimes think it does, then it is destructive. We won't have any trains, anywhere. The latent demand for rail passenger service in the US is tremendous. I see no reason that an optimal rail network could eventually achieve 10% or even 20% of the intercity market (at the expense of the auto, which captures over 85%) instead of the measly less than 1% that it captures today.

It;s not a matter of too many trains in the Northeast, but too few trains in the rest of the country.

We need to capture a level of energy, that I haven't seen since 1981, when saving Amtrak generated more letters to Congress than any subject except Social Security. Every person concerned about rail service needs to be writing the President, both US Senators from the state they reside in, and their Congressperson, seeking a half-penny of the gas tax for Amtrak capital, intercity rail being eligible for all flexible funds in ISTEA/NEXTEA, and sufficient operating funds above and beyond the half-cent to maintain all existing trains and mandatory payments. And don't just write once—write monthly until everything you ask for is signed into law. And don't stop with your letters—do what you can to generate letters. Leaflet your Amtrak station at train times. Every time you ride a train, get the conductor's permission to leaflet every passenger on board—or get conductors to put out leaflets on trains you are not riding. Go to local senior centers with stationery and stamps and conduct a letter-writing session with the members there. Do the same at meetings of environmental groups. Get your chamber, city council and county board of supervisors to pass resolutions supporting the above.

And if you still have energy left, repeat all of the above steps directed towards your state government, seeking the trains that you would like to see in your state. At the very least, don't stop when the federal issues are settled (hopefully in our favor); put as much energy into a state drive for more trains. The state efforts are needed, because we will never reach an optimum level of long- and short-distance trains w. .inancial support from the states.

Finally, join both NARP and your local ARP. If you are a member, give an extra contribution. These groups are the only full-time advocates for rail, run on shoestring budgets and need the membership numbers and money to compete with the big guys (which they do admirably, all things considered).

So, folks, if you want to debate, fine. But debate will not get us more trains or save the ones we have today. NEC vs rest of the US, long haul vs short haul or any other X vs Y argument is destructive. Debate must not sap energy from advocacy. And what we need today is real roll-up-your-sleeves advocacy for trains—all trains.

P.S.: The main reason for USAir's difficulty at generating profits is not their route structure but having the highest unit costs of any US airline.

Ron Kilcoyne
Santa Clarita, California.

The following letter was addressed to The News Hour With Jim Lehrer:

I have been a member of WNET, the PBS station in Newark NJ for decades, and I have come to expect a high grade of journalism. I have also been in rail marketing since 1949 and sit on regional, state and county transportation advisory boards and have for years. I was thus appalled at your shallow piece on Amtrak and the freight railroads that aired Monday [March 31]. If you set out to be a highway lobby apologist, you could not have done a better job. I demand a rebut by someone such as the National Association of Railroad Passengers who will detail how the railroads got into their fix.

America's passenger trains and railroads didn't die; they were murdered by 75 years of deliberate promotion of highway and air on four levels of government. We now see annual road subsidy of $300 *BILLION* and another $7 *BILLION* lavished on our "profitable" airlines. Even if you could not compute how this excess tilting of infrastructure support upsets the market modal choice of riders and shippers, the panelist from Journal of Commerce should have.

Put on a "farebox recovery basis", we find the freight railroads return 99¢ on the government infrastructure dollar, Amtrak 75¢, NJ Transit 55¢, but the over-coddled motorists a mere 12¢, and heavy trucks and buses 9¢, and airlines 7¢, while the barge operators only pay 2¢. Of course, when we pay people to fly or drive, we see a lot of flying and driving. NJPIRG studied auto subsidy and determined that gas tax would have to exceed $4.50 per gallon before the freeloading motorists paid their own way. And NJPIRG did not figure real estate tax lost by huge swatches of ratables covered with pavement.

Yes, railroads pay *a half billion dollars per*

year real estate tax to on-line towns and counties, which neither roads nor airports pay. Railroads furnish their own signal system, while air traffic control and police traffic control is a freebie. If Amtrak host railroads were relieved of real estate taxex and had the same deluxe traffic control that air and water enjoy, Amtrak would show a profit. *But*—it would still need major capital investment to overcome 75 years of deliberate destructive policies. Just see PBS's own excellent pieces on National City Lines destroying rail transit and the Eisenhower "I" system and removal of mail from trains to see just a snapshot of the anti-rail competitive forces.

Amtrak and our railroads are energy-efficient, economically viable and environmentally friendly, and it is to America's shame that we treat them so poorly. It is to America's stupidity, as we are rapidly running out of domestic oil. Just consider that we would have a trade surplus without imported autos and imported oil to slake our wasteful road transport culture. It is to PBS's shame that you put on such a biased piece. Without mentioning the lack of a *level playing field*, your piece was a GM showpiece. For shame!

William R. Wright
Cranford, New Jersey.

Testing Out VIA's Corridor

By Jack M. Turner

"*Bonjour. Welcome aboard.*" With this pleasant bilingual greeting, one of the attendants in the first class car on VIA Rail Canada's Windsor, Ontario to Toronto *Trillium* has helped me forget that it is 5:45 a.m. and that I had wished I had scheduled to take a later train. Another attendant escorts my son John and me to our pre-assigned seats and assists us in stowing our coats in the airline-style overhead luggage bin.

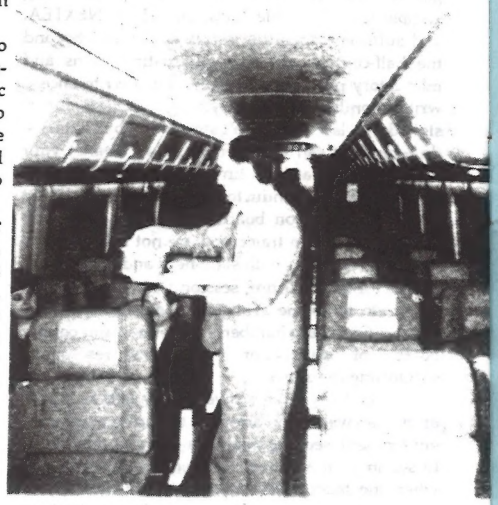
The train departs Windsor promptly at 6:00 a.m. and enters the pitch black pre-dawn darkness yet the staff in our car is alert and ready to pamper us throughout the 359 kilometer (215 mile) trip to Toronto. From there we will connect to another VIA train to Montreal, a 539 kilometer (323 mile) journey. By dinner time we will have arrived in Montreal.

Both the Windsor to Toronto and Toronto to Montreal routes are part of VIA's Quebec-Windsor Corridor which stretches from Quebec City westward through Montreal and Toronto to Windsor, Ontario. VIA also operates multiple frequencies each day between Montreal and Ottawa as well as Toronto and Ottawa that are also considered part of the corridor.

Like all trains on the Quebec-Windsor Corridor, the *Trillium* offers first class service, designated VIA-1, as well as coach seating. On this day the *Trillium* consists of an F40PH-2 locomotive, five LRC coaches, an LRC VIA-1 car, and a silver baggage car retained from the Canadian Pacific transcontinental fleet. In recent years the majority of VIA's corridor trains have been assigned modern LRC cars, distinctive for their huge windows, overhead luggage bins, and super comfortable seats. Until recently the balance of the corridor fleet was comprised of old steam-heated cars inherited from Canadian National Railway. In November 1995 VIA introduced refurbished conventional coaches and VIA-1 cars to corridor services to augment the LRC fleet.

The refurbished cars are designated HEP-2 by VIA and bear an external resemblance to VIA's stainless steel transcontinental fleet. Reflective safety strips have been added along the lower sides of the carbody, just above the trucks, for increased visibility at grade crossings. Inside, the cars appear similar to the LRCs with overhead luggage bins, modern seats with built-in food trays, and food preparation galleys near the end of the passenger compartment.

A total of 33 cars, acquired from various sources within North America, comprise the HEP-2 fleet. The cars were manufactured by the Budd Company but were produced as parts of eight different equipment batches; thus there are a variety of window arrangements. HEP-2 VIA-1 cars have been numbered 4000 to 4006 while HEP-2 coaches bear the numbers 4100 to 4125.



(Above:) Attentive service is a hallmark of VIA-1 class on the Windsor-Québec corridor. The eastbound *Trillium* has just departed Windsor in this scene. Photo by the author.

A VIA corridor train, powered by F40 engine no. 6403, arrives at Toronto Union Station on Oct 16, 1995. Photo by the author.

The car interiors were totally stripped at VIA's Halifax maintenance facility and completely refurbished at AMF Technotransport in Montreal. New features include microprocessors to control heat, ventilation, and air conditioning; brighter reading lights; repositioned luggage racks adjacent to the vestibule rather than between the galley and the passenger compartment; and a variety of other improvements designed to make the cars more passenger- and maintenance-friendly.

As the train pulls into Chatham I finish the coffee and juice brought by the attendant at Windsor and am about to finish reading the *Toronto Globe and Mail* that he left for me. The sun peaks over the horizon as the *Trillium* streaks through Glencoe and the hustling attendant offers refreshing warm towels and takes our breakfast orders. Both of us choose the bowl of granola served with croissant, fresh fruit, and yogurt accompanied by orange juice poured in a smart VIA-1 glass. Other passengers seem pleased with the Swiss cheese omelets that they ordered. Meals are included in the VIA-1 fare which is no longer the case in coach class.

The morning light reveals a placid pastoral scene with the countryside dotted with farms. The seasons have made the transition from autumn to winter, as this is mid-October. The smoothness of the LRC ride hides the fact that the train is traveling 85 m.p.h. At Komoka the line used by the joint Amtrak/VIA *International* from Chicago and Sarnia joins on the left. Moments later the train eases to a stop at London. Several connecting passengers detrain here and board another LRC train, the *Huron*, which is positioned on the same track, two car lengths ahead of the *Trillium*. *The Huron* originated in Sarnia and will travel to Toronto over the CN Guelph Subdivision through Stratford and Kitchener.

At London Jct, the Guelph Sub diverges to the left moments after departing London. I'm surprised to note miles of strip mines east of Ingersoll and am pleased to observe that the gray brick station at Woodstock has petunias growing in its flower boxes adjacent to the platform. After crossing a tall trestle over the Grand River the train calls at an interesting old stone station at Brantford.

The route to Niagara Falls bears off to the right at Bayview moments before our train halts at the Aldershot depot which was established a few years ago to serve Hamilton and Burlington. The landscape becomes decidedly more urban as Toronto nears until that city's highrises appear close enough to reach out and touch. Soon the *Trillium* passes below soaring CN Tower and traverses a maze of switches that control the west entrance to Toronto Union Station.

The two-hour connection allows time to leave our luggage in the pleasant VIA-1 waiting room and explore the magnificent old station and the adjacent downtown area. Before long, John and I collect our belongings and heed the advance boarding call offered to VIA-1 patrons. The eastbound *Meridian* awaits on track 9 and we quickly discover that it is the same trainset that we rode from Windsor to Toronto. By cycling equipment through Toronto in one continuous direction, VIA has avoided the expensive and time consuming process of turning trains. Somewhat surprising, however, is the fact that individual trainsets are operated as separate trains on either side of Toronto, a process that adds time and boarding/reboarding inconvenience for through travelers.

The *Meridian* pulls out promptly at noon and paces Ontario Northland's Cochrane-bound

Northlander as far as the Cherry Street Tower. One last good view of the Toronto skyline is had to the left rear. Several suburban GO Transit stations whisk by the window as one of the car attendants arrives with her beverage cart to offer complimentary nuts and beverages. The airline style cart is equipped with a foot brake that is applied to prevent runaway mishaps.

Ten minutes east of Oshawa the Canadian National tracks briefly join the northern shore of Lake Ontario. We are sitting on the right hand side which offers an excellent view of the greenish waters of the mammoth lake that separates Ontario from the state of New York. The lake reappears occasionally during the next half hour and an outstanding view fills our window at Port Hope. I marvel at the smooth-as-glass quality of the ride as the car attendant announces that the train is traveling at 100 miles per hour.

Lunch is served as we savor the charm of lovely barns that dot the landscape at numerous points between Grafton and Kingston. The delicious lunch consists of pasta salad, oven baked breast of chicken charcutière, roast chateau potatoes, green beans, cauliflower, and hot tea with mocha cake and a chocolate mint for dessert. A passenger across the aisle seems to enjoy the Cajun sautéed tiger shrimp that she ordered as well as the refills of her wine glass that are offered throughout the meal.

Just east of the Brockville station VIA's route to Ottawa branches off to the left. On certain days of the week VIA offers four round trips between Ottawa and Toronto. Over one-half million passengers are handled on that route annually compared to over 800,000 riders on the Montreal-Toronto line.

Between Cornwall and Coteau the *Meridian* leaves Ontario and enters the province of Quebec. The Ottawa to Montreal line joins from the left roughly one mile west of Coteau. Approximately one-quarter million riders patronize VIA trains on that route each year. Four round trips are offered on weekdays on that line with fewer frequencies on weekends.

One of Montreal's suburban commuter fines joins from the northwest at Dorion, nine minutes east of Coteau. Fifteen minutes later the heavy homeward bound rush hour traffic begins as our train pauses at the station serving Dorval Airport, visible to the left. Soon the Montreal skyline appears on the left with Mont Royal in the background. A few minutes later the route used by VIA trains from the Maritimes and by Amtrak's *Adirondack* from New York merges on the right.

Momentarily it will be time to step off the *Meridian* on the lower level of Montreal's Gare Centrale. By the time that we reach the waiting room on the station's main level, our checked luggage has arrived in the baggage room. Although the LRC baggage racks are convenient, I am pleased that the trains from Windsor to Montreal offered checked baggage service. We will need the luggage on board tonight's *Ocean* to Halifax so I hire one of the many station redcaps to transport our suitcases directly to our sleeping compartment. Free of this impediment, we are able to stroll upstairs to the elegant Queen Elizabeth Hotel and confirm hotel reservations for the return journey before visiting the huge subterranean shopping mail that connects to the railway station.

Reflecting upon the day's journey, I am amazed by the smoothness, the speed, attentive service, and distance covered by the day's train rides. We've have enjoyed breakfast near Windsor, lunch departing Toronto, and dinner aboard a VIA train leaving Montreal for Halifax, Nova Scotia. Without a doubt this is one of the most enjoyable trips available in a North American corridor train.

The author wishes to thank VIA Rail Canada's Malcolm Andrews and Tom Little for their assistance in preparing this article.

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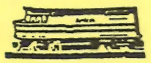
With your 3-year new, renewal or gift subscription to Rail Travel News, you can have a free copy of RTN's "home video", "Rails of California, Vol. One".

This video has some flaws, but it's the only film we'll ever have of the SIERRA 49ER EXPRESS, shot in 1991 a few weeks before this unusual train's discontinuance.

When we receive your remittance of only $69 for 72 issues (a bargain in itself!), plus $3 for shipping costs, we will mail you this unusual video production.

The video is available in VHS size only. It is 33 minutes in duration, in color and natural sound. An especially interesting feature of the film is a variety of wonderful train horns, including Amtrak, Southern Pacific, Santa Fe, SIERRA 49ER EXPRESS, and SP maintenance of way equipment. On the 49ER you'll see the company's own domes and rebuilt bi-level commuter cars as well as leased AMERICAN-EUROPEAN EXPRESS cars.

Don't delay—write now!



Contents of video:

- SIERRA 49ER EXPRESS
- CALIFORNIA ZEPHYR
- SAN JOAQUINS
- SANTA FE AND SOUTHERN PACIFIC FREIGHT AND MAINTENANCE OF WAY EQUIPMENT
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